

COMBINE OF RAILROADS OPPOSED BY ROOSEVELT

Promoters of Gigantic Scheme are on Dangerous Ground in Seeking to Unite Transportation Lines and Government Control May Result.

WASHINGTON, D. C., Nov. 22.—President Roosevelt's message has a strong chapter on trusts and another on interstate commerce. Without attempting to suggest the power of legislation the President calls the attention of congress to the danger of the former and the inadequacy of the interstate-commerce law. The President's position on both these questions is in line with the sentiment of the west and against the attempt to merge the control of the great transcontinental railroads.

It has not been fully determined whether the federal government will take any action against the control of the Northern Pacific and Great Northern railroads, by the purchase of a majority of stock in each, by the Northern Securities company organized under the laws of New Jersey. It is believed by attorneys in the department of justice that the anti-trust law could be applied, because a practical consolidation of the two roads to prevent competition would be a violation of the federal statute in that it would interfere with interstate commerce.

The action of Governor Van Sant of Minnesota in calling a conference of the governors of the states most interested is generally approved by the attorneys in the department of justice, and it is their hope that the executive of those states will be able to defeat this combination.

The organization of the Northern Securities company is like that of the American Steel corporation. It does not propose to operate railroads, but to own the stock in these railroads. The contention of the organizers of this railroad trust is that, like the steel trust, it violates no federal or state law, but the department of justice sees a great difference in owning and controlling the railroads, which are quasi-public corporations, with characters from the states.

It is known by government officials that the Northern Securities company owning all stocks in the Northern Pacific, Great Northern, Union Pacific and Chicago, Burlington & Quincy railroads, is only the beginning of the scheme which Morgan and Hill have in mind. Morgan's ambition is to control the transportation lines of this country, not only the railroads but the steamship lines. Should he be successful in the plan to consolidate the railroads in the northwest, he will organize other companies under the laws of New Jersey to own and control the stock of other railroads until, as the directing power behind all, he can practically control the transportation facilities of the United States and also those between this country and Europe. Those who have talked with Morgan say that he regards himself as a benefactor in trying to rescue the railroad properties of the country from ruinous competition, and that he believes such a consolidation of railroad stock will be beneficial to the whole country.

A close friend of President Roosevelt, who discussed this question with Morgan, pointed out to him that he was taking the greatest step that had ever been made toward government control of railroads.

"You may be sincere, Morgan," said this gentleman, "and you might succeed if you were God. But no human agency, except the government of the United States, will ever be allowed to own and control the railroads of the United States. There are just two alternatives to this question of transportation—competition or government control. When the people are convinced or have good grounds to suspect that railroad competition is ended, they will insist on government control. The people will submit to great injustice from the railroads while there is com-

petition, but they will not submit to the slightest injustice from railroads under one general management, which destroys competition, but will be ever suspicious and find injustice in what may appear to you as absolute justice in rates. You are on most dangerous grounds, and if you go forward in this gigantic scheme you will precipitate the greatest political question of the age, and bring the federal government face to face with the necessity for government control."

This statement made to Morgan represents the sentiment of some of the ablest men in the president's cabinet. They see no other alternative than government control, should Morgan and Hill succeed in their plans for the consolidation of present competing railroads by forming a new corporation for the ownership of all or a majority of the stocks of these roads.

The president is not an alarmist, and he has been induced to think that publicity would cure the greatest evil of the trusts, but he and his advisers have been alarmed over the dangers presented by this gigantic railroad combination, and he will speak out plainly regarding the necessity for legislation to strengthen the anti-trust law and the interstate-commerce act.

TIED TO A COLUMN

Walter Dickinson's Prominent Part in Student Pranks.

CRAWFORDSVILLE, Ind., Nov. 22.—Yesterday was anniversary day at Wabash college, but the faculty announced there would be no celebration. In the morning, the students took the matter in hand. After listening to speeches on the campus, they went to the college and tied the door of President Kane's recitation room, with the president and the psychology class inside. A sign put on the door read, "Jojo, the caged monkey."

Members of the class and the president had to climb out of windows and drop to the ground in order to escape. Students taking the side of the faculty were tied to trees with ropes, and one, Walter Dickinson, was taken to the president's home and tied to a veranda column, from where he had to be cut down by the president. The students then took a twelve-foot sheet-iron megaphone and begun operations outside of Professor Kingley's Latin classroom. The professor suddenly opened the door, and, with the assistance of his class, forcibly took the megaphone. A meeting of the faculty has been called to consider what action to take.

REPORT ON TRUSTS

Industrial Commission Ready to Express Its Views.

WASHINGTON, D. C., Nov. 23.—The existence of the industrial commission terminates on Dec. 15, and on that date the report of the commission with its recommendations will be submitted, while the commission is still divided over some aspects of the trust question the members have agreed on the basic proposition that the trusts should be brought under federal supervision similar to that exercised over the national banks. The commissioners think that the books of the great corporations should be as open to inspection by federal officers as are the books of national banks.

The commissioners think that the greatest popular objection to trusts is that they are enabled to crush competition by underselling their competitors in one part of the country, making up their losses by increasing the cost of their products in other parts of the country, where they are free from competition. Another of their strong objections to the existence of the trusts is the amount of water introduced into their stock. By bringing the trusts under federal supervision the commissioners think they can be compelled to exhibit their assets in the way of stocks, bonds, real estate, plans, etc., and can be prevented from issuing more stock than their actual assets warrant.

The Vandellia Line will sell round trip tickets for one and one-third fare for the above occasion. Tickets on sale Nov 27 and 28th and good returning on and including Nov 29th.

MONROE POLICY

Must Soon Be Acknowledged by Great Britain.

Notable Article by Influential London Spectator on Subject of England's Relations With United States.

LONDON, Nov. 23.—The Spectator's leading article yesterday deals with the isthmian canal treaty and the Monroe doctrine. The writer quotes Secretary Hay's speech at the chamber of commerce banquet in New York as confirming the reports of the newspaper correspondents and as showing that a solution of the question at once simple and satisfactory may be reached on the whole question. The Spectator recalls its advocacy of such a solution on May 11 when it argued that the thing most to be sought was not how to put the American in the wrong, but how to solve the question in a way that would tend to promote British interests.

The Spectator believes that this will be ultimately achieved, and that the foreign office has done in November what it might just as well have done in March. The paper complains that the foreign office is too apt to conduct international relations in a spirit of narrowness and niggardly timidity. The Spectator advocates the adoption of the same large spirit which has characterized English diplomacy in the canal arrangement, dealing with Russia in regard to the far east, and Persia and elsewhere, and also with the United States in regard to the Monroe doctrine.

Being convinced that the American foreign policy in the future will turn on the enforcement of the Monroe doctrine, which, the Spectator argues, contains nothing dangerous to Great Britain, the Spectator asks, Why should not we look ahead and acknowledge the Monroe doctrine, not merely tacitly, but openly?

"If America," says the Spectator, "will define the Monroe doctrine, why should not we formally acknowledge it and pledge ourselves not to infringe it? America might then propose it to the other powers for their endorsement. They could hardly refuse, and their admission would be of great use, not to America, but to the cause of peace, for it would eliminate many notable causes of war. The risk of war in regard to European interference in Brazil and Spanish South America, which is now always a possibility, would pass away."

The Spectator urges that, even if the other powers are unwilling to recognize the Monroe doctrine, it would be worth Great Britain's while to do so. It would simplify and therefore improve the relations between England and the United States, and in effect would guarantee to Great Britain those regions she already possesses in the new world.

THANKSGIVING

Great Strides Toward National Supremacy—Grain Outlook.

NEW YORK, Nov. 23.—Dun's Weekly Review of Trade today says:

Never before in the history of the United States was there such great reason for a day of national thanksgiving. This country has made unprecedented strides toward a position of international supremacy, not only in commerce, but also in finance. To a marked degree business enterprises have proved successful. An idle wheel in mills or factories is the exception, while labor is so well employed at high wages that consumptive demands sustain market values of all staple commodities. Transporting facilities have been unable to keep pace with the nation's requirements, many complaining of deliveries, which alone act as a brake on commercial progress.

Bradstreet's today says: The strength of the coarser grains, particularly corn and oats, is the steady feature in cereals at present. Wheat weakened early in the record-breaking increase in the visible supplies reported in the Bradstreet state-

ment. Northwestern receipts were also very heavy, but a good export demand is reported at the decline and late firmness is in sympathy with the strength in corn. The southwestern drought is reported broken. The unusual movement of corn and oats west to the drought-stricken states, instead of east, is reported as still further complicating the car shortage in the grain trade. Wheat, including flour, exports for the week aggregate 5,518,930 bushels, as against 4,983,734 last week, and 3,827,296 in this week last year. Wheat exports, July 1 to date (twenty weeks), aggregate 122,701,582, as against 74,242,118 last season.

SLUMP EXPLAINED

Free Silver Democrat of Ohio on Vote in That State.

COLUMBUS, O., Nov. 21.—"It is Mr. Bryan and his followers who are responsible for the heavy slump in the democratic vote in Ohio." Thus Allen W. Thurman, who was one of the pioneers of the free silver movement in this state, regarding the late election.

"The trouble," he said, "dates further back than the state convention which last summer nominated Kilbourne and refused to reaffirm the Kansas City platform, when Mr. Bryan insisted, against all reason, upon inserting 16 to 1 in it. There was no judgment whatever displayed by him in this matter."

"Everybody saw that there was not the slightest chance of its doing any good except Mr. Bryan. His stubbornness, which he honestly mistook for consistency and conviction, has, in my judgment, done more to retard democratic success than all other things combined. There was not a grain of sense in thus jeopardizing every reform by insisting upon imposing upon the party an issue that events have buried beyond resurrection, certainly for 20 years to come."

INDIANA SALOONS

Two Counties Have None—Lake Holds the Per Capita Record.

INDIANAPOLIS, Nov. 21.—According to a report, completed yesterday in State Statistician Johnson's office, there was, on December 31, 1900, one saloon for every 573 people in Indiana. The statistician goes into detail and shows the number of saloons in each county, many cities and towns, the per capita of population for each saloon and the license receipts.

Brown and Steuben were the only counties without saloons. Marion county had 558—one for every 353 people, Lake county, in which are Hammond, Roby, East Chicago and Whiting, holds the record, with 219 saloons, or one for every 173 people. Many of the Lake county saloons really belong to Chicago, being on the outskirts of that city.

Out of eighty cities, fifty-nine with a combined population of 740,813 reported 8,643 saloons, or one for every 280 people. The license receipts amounted to \$467,400, or 63 cents for each person. Reports were made by 204 out of 319 towns, showing that there were 596 saloons, or one for every 296 people. The receipts for licenses were \$62,213.50, or 41 cents for each person. There were thirty-eight towns without saloons.

Dowie Craze Growing.

LAPORTE, Ind., Nov. 22.—The report reaches this city that several farmers living near Westville have embraced Dowieism and will join the colony at Zion City, near Chicago. The overseer has made demand that the new adherents of the faith sell their farms and give their titles to the furtherance of Dowieism.

The Dowie craze is reported to be rapidly spreading, and previous proselyting by elders of the church has secured a large number of converts.

Reliable and Gentle.

There are pills and pills. You want apill which is certain, thorough and gentle, mustn't gripe. DeWitt's Little Early Risers fill the bill. Purely vegetable. Do not force but assist the bowels. J. W. Hess, Druggist.

Cheap Excursion to Chicago.
December 2nd, 3rd, and 4th, the Nickel Plate Road will sell tickets to Chicago and return at very low rates for the National and International Live Stock Exposition. Return limit Dec 8th. All of these excursion tickets to be presented by holders to the Joint Agent to be stamped before returning. For particulars consult any agent of the Nickel Plate Road, C. A. Asterlin, T. P. A., Ft. Wayne Ind. 3514 712

REDUCED RATES.
The sale of special fare colonists tickets to California, and settlers' tickets to the Northwest, West, South and Southeast has been resumed via Pennsylvania lines. Particular information about fares, through time and other details will be furnished upon application to passenger and ticket agents of the Pennsylvania lines.

25.00 Colorado and Return.
Chicago & North-Western Ry., \$10.35 St. Paul, Minneapolis and return, \$14.35 Duluth, Superior and return, \$25.00 Hot Springs, S. D., and return, \$40.00 Utah and return from Chicago, August 1-10, \$50.00 Chicago to San Francisco, Los Angeles and return, September 19-27. Quickest time. Service unequalled. Apply to your nearest ticket agent for tickets and full information or address A. H. Waggoner, 22 Fifth avenue, Chicago, Ill.

The Children's Friend.
For coughs, croup, bronchitis, grip and other winter complaints One Minute Cough Cure never fails. Pleasant to the taste and perfectly safe. C. B. George, Winchester, Ky.: "Our little girl was attacked with croup one night and so hoarse she could hardly speak. We gave her a few doses of One Minute Cough Cure. It relieved her immediately. When she awoke next morning she had no signs of hoarseness or croup."

California Illustrated.
Copy of the illustrated monthly, The Chicago 400, a journal of travel and topics, reaches us by the courtesy of the Chicago & North-Western Ry. It is one of the finest illustrated publications that we have ever seen. The tinted half-tones rival those of the best magazines, and the letter press of the whole edition is as perfect as that of any publication ever issued, pictorially and descriptively mirroring California's wonderful scenery. Copy will be mailed to your address upon receipt of 2 cents postage by W. B. Kniskern, C. P. & T. A., C. & N. W. Ry., Chicago, Ill.

Vandalia Time Table.

IN EFFECT JUNE 2, 1900.

Trains leave Plymouth, Ind., as follows:

NORTH BOUND.

No. 10, ex Sun., 8:25 am, for South Bend

No. 14, " 12:30 pm, " "

No. 8, " 10:30 pm, " "

SOUTH BOUND.

No. 21, ex Sun., 5:45 am, for Terre Haute

No. 23, " 12:30 pm, " "

No. 3, " 7:30 pm, for Logansport.

For complete time card, giving all trains and stations, and for full information as to rates, through cars, etc., apply to C. Hartman, Agent, Plymouth, Ind., or E. A. Ford, General Passenger Agent, St. Louis, Mo.

Lake Erie & Western R. R.

In Effect on and after Sunday, March 3, 1901

Trains will leave Plymouth as follows:

NORTH BOUND.

No. 20, Toledo, Chicago & Michigan

Express, Ex. Sunday, 12:00 pm

No. 22, Toledo, Detroit & Chicago

Limit, Daily, 10:00 am, 5:15 pm

No. 24, Toledo, Detroit & Chicago

gan City Special, Ex. Sunday, 11:50 pm

SOUTH BOUND.

No. 21, Detroit, Indianapolis & Cincinnati Express, Daily, 5:50 am

No. 23, Chicago, Detroit & Toledo & Indianapolis Fast Line Ex. Sunday, 6:00 am

No. 25, Chicago, Toledo & Indianapolis Special, Ex. Sunday, 5:15 pm

Trains Nos. 20, 22 and 24 make direct connection for Toledo, Detroit, Chicago and all points East, North and West.

Trains 21 and 23 make immediate connection at Indianapolis Union Station for Cincinnati, Louisville and all points in the Southeast, South and Southwest.

Train 25 connects at Indianapolis with trains for St. Louis and Southwest.

For further information call at L. E. & W. Ticket office

J. M. DAUBENSPECK,

Agent Lake Erie & West R. R.

P. O. Daily General Passenger Agent.

Pittsburgh, Ft. Wayne & Chicago Div.

Pennsylvania Lines.

Schedule of Passenger Trains—Central Time.

Westward.

Pittsburgh, Pa., 11:59 am

Allegheny, Pa., 12:00 pm

Canton, Pa., 12:05 pm

Washington, Pa., 12:10 pm

Woolport, Pa., 12:15 pm

Westmoreland, Pa., 12:20 pm

Greensburg, Pa., 12:25 pm

Warren, Pa., 12:30 pm

Lawrenceville, Pa., 12:35 pm

Lawrenceville, Pa., 12:40 pm

Lawrenceville, Pa., 12:45 pm

Lawrenceville, Pa., 12:50 pm

Lawrenceville, Pa., 1:00 pm

Lawrenceville, Pa., 1:05 pm

Lawrenceville, Pa., 1:10 pm

Lawrenceville, Pa., 1:15 pm

Lawrenceville, Pa., 1:20 pm

Lawrenceville, Pa., 1:25 pm

Lawrenceville, Pa., 1:30 pm

Lawrenceville, Pa., 1:35 pm

Lawrenceville, Pa., 1:40 pm

Lawrenceville, Pa., 1:45 pm

Lawrenceville, Pa., 1:50 pm

Lawrenceville, Pa., 1:55 pm

Lawrenceville, Pa., 2:00 pm

WARTS AND WEEDS.

THE DIFFERENCE BETWEEN WISHING AND WORKING.

It is popularly believed that warts can be wished away. But the farmer who sat down and tried to clear his field by wishing the weeds away would soon find his crops gone. It takes working to get rid of weeds, and the man with the hoe must put in many a long day before he can take a well earned rest.

It is a singular fact that a great many people treat certain forms of disease as warts are said to be treated—by wishing. This is especially so in the case of



coughs. "I wish this cough didn't bother me so," they say. "I wish my cough didn't keep me awake so much," and so on. It never seems to occur to them that it takes active measures to get rid of a cough; that a cough is like a weed, growing right along, and the longer it grows the deeper it strikes its roots.

If a man heard the alarm of a rattlesnake near by he'd jump aside at once to avoid the attack and then seek to find and destroy the dangerous reptile. The cough is a danger alarm as much more significant than the rattle of the snake as the disease it heralds is more dangerous than the snake bite.

FEW PEOPLE ARE KILLED
by snake bites each year. Consumption slays its thousands and tens of thousands annually and it is the fatality of consumption which makes the cough that heralds it a danger signal to be promptly heeded. Don't wish the cough would stop. Stop it!

"I had long been a sufferer from chronic catarrh of the head," says Chas. T. Stone, Esq., of Whitford, Chester Co., Pa. "About last May it developed into a very disagreeable and hacking cough, with soreness and fullness of the chest. Doctors here pronounced it bronchitis. I tried several doctors and took different remedies without receiving any benefit whatever. I then consulted Dr. R. V. Pierce in reference to my case. The first bottle of his 'Golden Medical Discovery' stopped the cough. I used several bottles with Dr. Sage's Catarrh Remedy, and have since had no symptom of a return of the cough."

"Last spring I had a severe attack of pneumonia which left me with a very bad cough, and also left my lungs in a very bad condition," writes John M. Russell, Esq., of Brent, Cherokee Nat., Ind. Ter. "I had no appetite and was so weak I could scarcely walk. My breast was all sore with running sores. I got two bottles of Dr. Pierce's Golden Medical Discovery which I believe saved my life. I cannot express my gratitude to you. I am able now to do very good work."

The surest way to stop a cough is to use Dr. Pierce's Golden Medical Dis-

covery. It cures obstinate and deep-seated coughs, bronchitis, bleeding of the lungs and other diseases of the organs of respiration, which if neglected or unskillfully treated find a fatal termination in consumption. In hundreds of cases a cure has been effected by the use of "Golden Medical Discovery" after all other means and medicines had failed to benefit and doctors had said, "There is no hope."

DON'T GIVE UP HOPE.
Let every one who suffers from respiratory and pulmonary diseases cherish hope until Dr. Pierce's Golden Medical Discovery has been given a fair and faithful trial. It always helps. It almost always cures. Ninety-eight per cent. of those who use "Golden Medical Discovery" find in it a perfect and permanent cure. Even the two per cent. acknowledge benefit and help from the use of the medicine.

"I want to say a word in favor of your grand medicine," writes Mrs. Priscilla Small, of Leechburg, Armstrong County, Pa. "About three years ago I was taken with a bad cough; had night-sweats; would take coughing spells and have to sit up in bed at night for an hour at a time. When I would walk up hill I could hardly breathe; would get all stopped up in my chest. I did not try any doctor but I saw the advertisement of Dr. Pierce's Golden Medical Discovery and decided to try it. I took three bottles of your medicine and whenever people tell me they are sick I say to them, 'Why don't you get Dr. Pierce's medicine? It cured me and will cure others.'"

A GREAT FREE OFFER.

Persons suffering from chronic forms of disease are invited to consult Dr. Pierce by letter, free. All letters are held in private and their contents guarded by the same strict professional privacy observed by Dr. Pierce in personal consultations at the Invalids' Hotel and Surgical Institute, Buffalo, N. Y. Address Dr. R. V. Pierce, Buffalo, N. Y.

This offer is not to be confused with those offers of "free medical advice," which are made without any evidence of medical qualification or professional standing. For more than thirty years Dr. Pierce, as chief consulting physician to the Invalids' Hotel and Surgical Institute, of Buffalo, N. Y., assisted by his medical staff of nearly a score of physicians, has treated and cured many thousands of men and women who had been given up by friends and physicians as incurable. Dr. Pierce's success has been founded on the fact that he cures so-called "incurables." There are thousands of men and women to-day, living in the enjoyment of perfect health, who bless the day when they wrote the first letter to Dr. Pierce. Who can wonder that these people are enthusiastic over Dr. Pierce's medicines and advice? Write to Dr. Pierce. It may be to you as it has been to many others—the first step to health. Dr. Pierce's Golden Medical Discovery contains no alcohol and is entirely free from opium, cocaine and all other narcotics. It is a true body-building, flesh-forming, strength-giving medicine.

Sometimes a dealer tempted by the little more profit paid by less meritorious preparations, attempts to sell a substitute, medicine as "just as good" as Dr. Pierce's. The only way in which to get the cure you seek is to insist upon the medicine which cured others, Dr. Pierce's Golden Medical Discovery.

A GOLD MINE FOR 21 CENTS.
Who wouldn't jump at such a chance? Yet "wisdom is better than gold," and that mine of wisdom, Dr. Pierce's Common Sense Medical Advice, 1008 large pages, in paper-covered, is sent free on receipt of 21 one-cent stamps to pay expense of mailing only. For the cloth-bound volume send 31 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.



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A Night Express Train on The Nickel Plate Road.

A change of schedule for departure of trains from Chicago on the Nickel Plate Road, effective Sunday night Nov. 17th, provides a convenient Express Train for Ft. Wayne, Findlay, Fostoria, Cleveland, Erie, Dunkirk, Buffalo, New York City, Boston and all points East. Leaving Chicago daily at 11:20 p.m. reaching all points East of Buffalo same time as heretofore. Reaching Ft. Wayne at 4:05 a.m., Fostoria 6:40 a.m., Bellevue 7:50 a.m., Cleveland 10:20 a.m., Erie 2:15 p.m., Buffalo 5:20 p.m. All other trains will arrive and depart as formerly. For further information apply at any ticket office of the Nickel Plate Road or C.A. Asterlin, T.P.A., Ft. Wayne, Ind. 3514 712

Special Hunters Rates

Beginning Nov. 9th, until Nov. 30th, the Nickel Plate Road will sell Hunters tickets to parties of 5 or more traveling together to McComb or Payne, or stations between these points, to So. Whitley or Willvale, or stations between these points, at one fare for the round trip. Return limit Dec 2nd. Obtain detailed information from nearest agent of the Nickel Plate Road, or C.A. Asterlin, T.P.A., Ft. Wayne, Ind.

REDUCED FARES

For Thanksgiving Day Trips via Pennsylvania. For the accommodation of persons wishing to make Thanksgiving Day trips excursion tickets will be sold at ticket stations of the Pennsylvania Lines to stations on those lines within a radius of 150 miles of selling points. Tickets will be on sale November 27th and 28th, good returning until November 29th, inclusive. Special rate tickets will also be sold for students and instructors of colleges, seminaries and universities going home to spend Thanksgiving, holiday vacation. For rates, time of trains, etc., apply to nearest Ticket Agent of the Pennsylvania Lines.

Through Sleeper To Marquette, Mich.

Chicago & North-Western Ry., 8:00 p.m. daily. Marquette for breakfast. Temperature delightful. Low rate tourist tickets with favorable limits. For full particulars regarding rates, time of trains and descriptive pamphlets apply to your nearest agent or address W. B. Kniskern, 22 Fifth Ave., Chicago, Ill.